

## **AMENDMENTS TO THE SPECIFICATION**

Amend page 4, line 28 to page 5, line 2, as follows:

The typical steps for shipping a package are shown in Figure 2. Steps 231, 232, 234, 236, 238, 239, 240, 242, 244, 246, 248, 249, 250, 251, 252, 253, and 254 ~~32, 34, 36, 38, 40, 42, 44, 46 and 48~~ are typically performed to ship a package, although some steps may not be performed depending upon the needs and equipment of the user (e.g. the weigh package step would not be performed if the user did not have an interconnected electronic scale 27 - see Figure 1).

Amend page 8, line 3, to page 9, line 1, as follows:

To determine the specific delivery commitment information, the delivery commitment matrix must have the specific service column determined. To do this, the requested level of service by the user is used to select the particular TokenID which matches that desired level of service for that carrier. Thus, for instance, if the level of service corresponds to TokenID "%", reference 134, this line of the Destination Map is used to determine that the service column index value is "2" and therefore the service SERV-COL-2 column 136 of the delivery commitment matrix 44 ~~42~~ is used so as to access cell 50' from the delivery commitment matrix.

If a particular requested service level does not have a carrier specified value service column index value associated therewith, such as for a TokenID value "a" (see reference numeral 139), then the service column index value is specified as "/0" (see reference numeral 140) and therefore in order to determine the delivery commitment use of zone information is required if such information is provided by that carrier. As seen in Figure 5A, the zone token values 47 are then used to access a particular row in the zone map 42 and this value when coupled with a received zone 46 (that is a value typically provided by the carrier which is usually based upon the origin and destination) allows the user to determine the delivery commitment information from the zone map 42. Thus, for instance, if the level of service "a"

is desired by the user (see reference numeral 139), and if the zone for delivery of the package from the origin to the destination is zone 2, then the information in row 142 is used to obtain the delivery commitment cell comprising the same fields as for the delivery commitment matrix; that is, the number of days field 144, the delivery time field 146, the guaranteed field 148, the Saturday delivery allowed field 150, the Saturday delivery time field 152, and the Saturday delivery guarantee field 154. In the example given in Fig. 5B for cell 50', the values for these six fields is respectively one day, noon (12:00), yes guaranteed delivery, Saturday delivery allowed, Saturday delivery time of 4:30 P.M. (16:30) and Saturday delivery not guaranteed.

Amend page 16, line 21, to page 17, line 27, as follows:

Figures 8A-8B represent the overall flow chart for determining delivery commitment information for the delivery of a package to a particular destination by a particular carrier based upon the desired service level for that delivery. First the determination is made of the destination area of the package in step 160. This normally comprises reading the ZIP code of the destination address since in the preferred embodiment of the present invention the destination map comprises a numerical value for each ZIP code.

Next, in step 162, the service level for the specified destination area is determined by reading the corresponding value in the Destination Map. This is the service level which the carrier can provide for that destination regardless of the origin of the package. If the service level varies for that carrier depending upon the origin of the package, then additional destination maps are used with an origin map 32 (see Figure 5A) then being used to determine which destination map to use. Next, in step 164, the service column index value is determined based upon the desired service as that desired service is presented in the TokenID field 41 (see Figure 5B). ~~The service column is shown in step 164.~~ The service column then points to the particular service column within the delivery commitment matrix 44 while the service level determined from the destination map determines which row of the delivery commitment matrix to use. The intersection of these two defines a particular delivery

commitment matrix cell such as cell 50' which is then used to retrieve the delivery commitment matrix for that particular delivery. See step 168.

If however the service column index value for a particular TokenID has a zero value (/0), then the zone token value is used in conjunction with a provided zone to determine the delivery commitment matrix cell. This is shown in Figures 8A and 8B through decisional step 166 which basically asks if the service column value equals zero such that path 167 is used if the service column value does have a zero value and path 169 is used if the path is not equal to zero.

As seen in Figure 8B, step 170 is a decisional step that determines if the zone token in the same row of the Token Map 40 is equal to zero (0). If it is, then the carrier does not have delivery commitment data available (step 171) and the flow stops (step 173). If the zone token has a non-zero value, then the zone is read (step 172). The zone value is typically provided by the carrier and is based upon the origin and destination of the intended shipment of the package. Step ~~174~~ ~~173~~ then goes on to determine the particular cell within the zone map 42 based upon the zone token and the received zone.

Amend page 18, lines 11-16, as follows:

The specific carrier and the specific service resolves to one or more index(es) in the carrier/service mapping table 54. The first of the indices, the matrix index ~~56~~ ~~58~~ specifies which data matrix 44-1 through 44-N to reference. The next index, the Column Index 58, specifies which column within the selected data matrix to use.